United Nations ECE/TRANS/WP.29/2018/44

Economic and Social Council

Distr.: General
9 April 2018

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

175th session
Geneva, 19-22 June 2018
Item 4.6.9 of the provisional agenda
1958 Agreement:
Consideration of draft amendments to existing UN Regulations submitted by GRSP

Proposal for the 09 series of amendments to UN Regulation No. 14 (Safety-belt anchorages)

Submitted by the Working Party on Passive Safety*

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its sixty-second session (ECE/TRANS/WP.29/GRSP/62, para. 13). It is based on ECE/TRANS/WP.29/GRSP/2017/23 not amended. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2018 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/ Add.1, cluster 3.1), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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09 series of amendments to UN Regulation No. 14 (Safety-belt anchorages)

Paragraph 5.4.2.5., amend to read:

"5.4.2.5. The distance between the two vertical planes parallel to the median vertical longitudinal plane of the vehicle and each passing through a different one of the two effective lower belt anchorages L1 and L2 of the same safety-belt shall not be less than 350 mm. In the case of side-facing seats the distance between the two vertical planes parallel to the median vertical longitudinal plane of the seat and each passing through a different one of the two effective lower belt anchorages L1 and L2 of the same safety-belt shall not be less than 350 mm. If there is only one central seating positions in a rear rows of seats of vehicles of category M_1 and N_1, then the above-mentioned distance shall be not less than 240 mm for that central seating position, provided that it is not possible to exchange the centre rear seat with any of the other seats of the vehicle. The median longitudinal plane of the seat shall pass between points L1 and L2 and shall be at least 120 mm from these points."

Paragraph 9., amend to read:

"9. **Conformity of production**

The conformity of production procedures shall comply with those set out in the Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3), with the following requirements:

..."

Insert new paragraphs 14.23. to 14.29., to read:

"14.23. As from the official date of entry into force of the 09 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 09 series of amendments.

14.24. As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September 2019.

14.25. Until 1 September 2025, Contracting Parties applying this Regulation shall accept UN type-approvals to the preceding series of amendments, first issued before 1 September 2019.

14.26. As from 1 September 2025, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.

14.27. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation / are only obliged to accept UN type-approval granted in accordance with the 09 series of amendments.

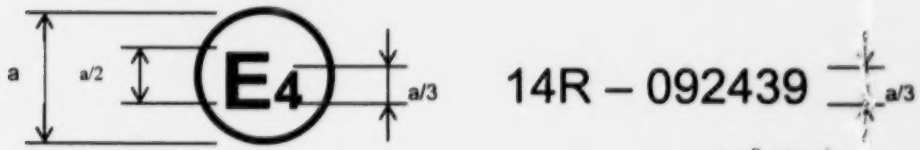
14.28. Notwithstanding paragraph 14.26., Contracting Parties applying the UN Regulation shall continue to accept UN type approvals issued according to the preceding series of amendments to the UN Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 09 series of amendments.

14.29. Contracting Parties applying this Regulation shall not refuse to grant UN type approvals according to any preceding series of amendments to this Regulation or extensions thereof."

Annex 2, amend to read:

"Arrangements of the approval mark

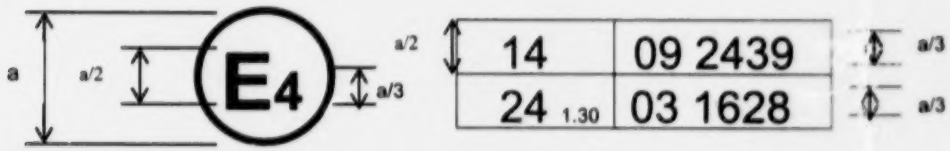
Model A
(see paragraph 4.4. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to safety-belt anchorages, been approved in the Netherlands (E 4), pursuant to UN Regulation No. 14, under the number 092439. The first two digits of the approval number indicate that UN Regulation No. 14 already included the 09 series of amendments when the approval was given.

Model B
(see paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulations Nos. 14 and 24*. (In the case of the latter Regulation the corrected absorption co-efficient is 1.30 m^{-1}). The approval numbers indicate that on the dates on which these approvals were granted, UN Regulation No. 14 included the 09 series of amendments and UN Regulation No. 24 was in its 03 series of amendments.

* The second number is given merely as an example."